



You have entered a military reservation rich in historically significant sites. On Orote Point, archaeologists have found evidence of several prehistoric settlements dating back to 2,000 years B.C. In close proximity are remnants of Spanish colonial period fortresses, 19th century Chamorro villages, turn of the century U.S. military outposts, pre-World War II aviation sites, Japanese encampments, a World War II battlefield, a Japanese mass gravesite, and American wartime construction. This historical trail will take you around the base perimeter where you will be able to view most of these fascinating spots.

### WORLD WAR II QUONSET HUTS

After the liberation of Guam in the summer of 1944, the Navy Seabees quickly transformed the property on which the present day Naval Station is located into a massive support base from which to wage the land war towards the Japanese mainland. Over 3,000 quonset huts were shipped over from the United States and assembled on the new Naval Operations Base, transforming it into what was affectionately called "The Supermarket of the Pacific". As you drive around the Naval Station today, you will see the foundations of many of these quonset huts. In 1994, only 12 huts remain.

### JAPANESE PRISONER OF WAR AMPHITHEATER

This large outdoor amphitheater was built in 1945 by Japanese Prisoners of War who were assigned various construction projects around the base. The masonry technique used here was popular in Japan in the 1930's and 1940's and is identical to that which was employed on the Prisoner of War Staircase that you will see later on in the tour. The amphitheater was called NOB Hill Theater because of its close proximity to Naval Operations Base Headquarters that was located where the Naval Dental Center is now situated. This outdoor movie theater occupied the whole slope of the hill and seated approximately 5,000 people. It was used into the 1950's and then abandoned. The jungle quickly swallowed it up, and it was forgotten until the Seabees cleared it in November 1993.

# 3

### WORLD WAR II MEMORIAL PARK

This park is dedicated to the 1,583 U.S. Marine Corps, U.S. Navy and U.S. Army servicemen who were killed in action during the initial Japanese invasion and ultimate American liberation of Guam and to the 712 Chamorros who were executed by the Japanese or who died in captivity. Under the American and Guam flags, scrolls of honor are buried that list the names of these heroic individuals. Around the periphery of this park, the school children of Guam have planted memorial trees in their memory. In the center of the park, a time capsule is buried that will be opened on July21, 2044, on the 100th anniversary of the Liberation of Guam.

# 4

# WORLD WAR II HISTORICAL MUSEUM AND VISITORS' CENTER

This trailer museum houses a pictorial display of black and white historical photographs and various war artifacts. Here, the visitor can trace the history of Guam through the first half of the 20th century, from the early years of peace and tranquility through the Japanese invasion and occupation to the eventual liberation by American forces in the summer of 1944.

# 5

### JAPANESE DEFENSIVE CAVE FORTIFICATIONS

In the side of the cliff above Sumay Village are at least four cave complexes built by Chamorros who were subjected to forced labor under the Japanese. These caves were fortified with 75mm field guns and other small caliber weapons and defended the Sumay shoreline. Behind the firing ports of these caves are ammunition and weapons storage magazines. The four primary caves are all

connected by a series of rear passageways. Here, in 1944, during the Battle of Orote Peninsula, hundreds of Japanese soldiers sought refuge from the attacking U.S. Marines. Fierce hand-to-hand combat took place in and around these caves.

# 6 SUMAY CEMETERY

This village cemetery once contained 157 grave markers dating from 1910. Insciptions are in Chamorro, Spanish and English.

The cemetery was badly damaged by bombs from American planes during the weeks prior to the July 1944 invasion. Countless grave markers were destroyed at this time. Official cemetery records have been lost, and it is not certain how many bodies are actually buried here.

# SUMAY VILLAGE

Former residents of Sumay rave about the beauty of their village. Life was easy on the shore of Apra Harbor. The fish were plentiful, and the weather was mild with balmy offshore breezes cooling the cove. This site had been inhabited since prehistoric times. In the 17th, 18th and 19th centuries, the Spanish maintained a thriving commercial port here. It became a regular "port of call" for Spanish galleons from Mexico, laden with silver and bound for Manila. Later on, whalers from America, England, France, Holland and Russia visited regularly and left their influence.

By 1941, Sumay was the second largest town on Guam and the center for commerce. The population was just over 2,000 inhabitants. It boasted hotels, restaurants, shops, bars, a school, parish church and over 100 homes. Adjoining Sumay were the U.S. Marine Barracks, the Pan American Clipper Base and its Skyways Hotel and the Trans-Pacific Cable Station.

On Monday morning, December 8, 1941 at 0830, planes from the Japanese 18th Naval Air Unit on Saipan bombed the Marine Barracks, the Cable Station and the Pan Am Headquarters complex causing extensive destruction. The actual village of Sumay was only slightly damaged. However, the victorious Japanese forces drove the Sumay residents from their town. It became the residence of two Japanese engineer construction batallions sent to build the Orote Peninsula Airfield.

Prior to the recapture of Guam in July 1944, American planes, in an attempt to drive out the Japanese, severely bombed Sumay, and the town was completely destroyed. After the liberation, Sumay and the surrounding area were converted into a massive U.S. Navy Operations Base to supply the allied troops as they advanced toward the Japanese mainland. The displaced residents of Sumay never returned to live in their village. They were resettled in a new town called Santa Rita that was built with the help of the Seabees in the hills overlooking Agat.

## 8 NUESTRA SENORA de GUADALUPE CHURCH

This was the parish church and center of religious and social life for the residents of Sumay. It was used by the Japanese during their occupation as a stable for their horses and was severely damaged by U.S. warplanes during the liberation bombing.

### SITE OF MARINE CORPS AVIATION STATION

Marine aviation arrived on Guam on March 17, 1921. This was the first Marine Aviation Unit to serve west of San Francisco. This seaplane reconnaissance squadron consisted of 10 officer pilots and 90 enlisted men. The air station contained several buildings including military barracks, administrative office, sick bay and dental office, mess, guardhouse, a large hangar and a dredged seaplane taxi channel. The air station was deactivated in 1931 as part of the Naval Arms Limitation Treaty to appease the Japanese who controlled the neighboring Marianas Islands and who felt threatened by its continued presence. The squadron was transferred back to San Diego.

## PAN AMERICAN CLIPPER LANDING SITE

Pan American Airways Inc. leased the former Marine aviation squadron base in 1933 for their China Clipper Service. Weekly flights between San Francisco and Shanghai, China began in October, 1935. Each clipper plane held about 50 passengers who flew first to Pearl Harbor, Hawaii and then on to Midway, Wake, Guam and Manila. Overnight stays were at Pan American owned hotels constructed at each of these locations. The entire trip took six

days. The Clippers put Guam on the map, bringing rapid mail and cargo service as well as visiting businessmen, politicians, celebrities and reporters to the island. Clipper service ended with the Japanese bombing of Pan Am's Guam headquarters in December 1941.



### **PAN AMERICAN SKYWAYS HOTEL**

This hotel was built by the Pan American Company to serve as an overnight respite for passengers travelling between San Francisco, the Philippines and Shanghai, China. It was a typical one-story tropical structure with lobby, bar and dining room.

Ironically, the special emissary of Emperor Hirohito, Ambassador Karusu and his entourage, who were flying east aboard a China Clipper, spent one night here on their way to Washington to inform President Roosevelt of Japan's refusal of the U.S. ultimatum for peace.

The hotel was first opened in October, 1936. It was destroyed in a typhoon in November, 1940, but was rebuilt. During the Japanese occupation, the hotel was the residence for Japanese Naval Officers.

It was eventually bombed by American planes and burned to the ground during the liberation invasion in July, 1944.



### **JAPANESE REFUELING PIERS**

These are a series of three deep draft piers originally constructed by the Japanese to serve as refueling piers. The Seabees later rebuilt and improved them after the recapture of Orote Peninsula. U.S. supply ships unloaded cargo here to be used to feed the war effort in the Pacific. The remains of two Japanese seaplanes are located just off these piers.

The most intact plane is located about 30 yards directly in front of the most western pier closest to Orote Peninsula. It rests upsidedown with its pontoons pointing skyward in about 100 feet of water. A white buoy is attached to the plane and floats over the wreckage.

The second plane is a Japanese "Zero", and is located close to shore and to the right of the most easterly pier in about 25 feet of water. All that remains of this is a pontoon and a wing with a Japanese "Zero" marking painted on its fuselage.

# 13

#### TRANS-PACIFIC CABLE STATION

In 1904, the Commercial Pacific Company finished construction of their Sumay relay station on land that was leased from the U.S. government. The first cable message between San Francisco and Manila was sent on July 4, 1903. The Cable Station was a prime target for the Japanese bombers on the 8th and 9th of December 1941. With the station out of commission, communication between the continental U.S. and its interests in Asia would be severely restricted. The Cable Station survived the Japanese invasion but was nearly completely destroyed by ground fighting between the Japanese Army and U.S. Marines during the recapture of Guam.

Originally, there were six or seven buildings on the property. Today, there are remnants of four remaining along with water tank supports and mounds of debris. The two most intact buildings were private homes of Cable Station employees.

The first one, adjacent to San Luis Road, is the home of the Garrido/Toves family; and the second home, further into the property, belonged to the Hanson family. The vertical walls of both homes are pockmarked with bullet holes and mortar damage, indicating that this was the site of heavy ground fighting between Japanese and American forces.

## 14

### JAPANESE PRISONER OF WAR STEPS

Japanese prisoners of war incarcerated at the Naval Station were assigned various masonry construction projects around the base. Today, these steps and the Japanese POW Amphitheater remain as excellent examples of a masonry technique widely practiced in Japan during the 1930s and 1940s. The site consists of three sets of steps separated by three horizontal concrete platforms.

Concrete curbing is found along both sides of the staircase, and a low concrete retaining wall extends in both directions parallel to San Luis Road. On top of the left curbing that borders the first platform is engraved in the cement a series of Japanese characters and the three Roman alphabet letters P.O.W. Translated into English, it reads: "In memory of prisoners of war of the island of Rota, on the 27th day of the 7th month in the 21st year of the reign of Emperor Hirohito". This would be July 27, 1946.

#### **U.S. MARINE CORPS BARRACKS SITE**

This is the site of the Marine Barracks complex from October 1921 until the 10th of December 1941. On this date, Captain George McMillen, the Naval Governor of Guam, surrendered the island to Japan. The 10 Marine officers and 121 enlisted men of the Sumay Marine Barracks were vastly outnumbered by the 5,500man Japanese invasion force. They were ordered by the governor to surrender and were made prisoners of war and transferred to prison camps in Japan.

At 1340 on July 28, 1944, members of the First Provisional Marine Brigade, under the command of Brigadier General Lemuel C. Shepherd, recaptured the Marine Barracks. On July 29, the victorious Marines and their leaders stood at attention amid the rubble of what was once their home.

"To the Colors" was sounded on a captured Japanese bugle, and the American flag was officially raised above the barracks for the first time in two-and-a-half years. General Shepherd's words on this occasion were profoundly moving to all present:

"On this hallowed ground, you officers and men of the First Marine Brigade have avenged the loss of our comrades who were overcome by a numerically superior enemy three days after Pearl Harbor. Under our flag, this island again stands ready to fulfill its destiny as an American fortress in the Pacific."

The monument at this site is dedicated to the 153 Marines of the First Provisional Marine Brigade who were killed in action on present day Naval Station property in the fierce battle of Orote Peninsula from July 26 to 29, 1944.

### **FORT SAN LUIS**

This is the second Spanish fort constructed on Orote Peninsula after FORT SANTIAGO. It was built in 1737 to protect Apra Harbor from English pirates. The fort had a commanding position on a rocky cliff over what is now Gab Gab Beach. From here its cannons could defend the harbor entrance and the inner anchorage as well. The fort was in a very deteriorated state by 1898 when U.S. Navy Captain Henry Glass captured Guam. The few scattered remains of the fort were cleared away during the American World War II buildup of the area in 1944, and housing for the Orote Airfield personnel was constructed on the site.

#### GAB GAB BEACH FORTIFICATIONS

These two Japanese pillboxes were constructed to defend Apra Harbor. They are located at the extreme east and west ends of Gab Gab Beach. The western pillbox is a large cave-like fortification pierced by three openings. The purpose of the first opening is unknown. The second opening is a large gunport and the third opening is a smaller gunport or spotter's window. This fortification faces north and has a commanding view of the harbor.

The second pillbox, on the eastern end of the beach, is a large gun emplacement built on top of a rocky outcropping. It has one large gunport and a spotter's window. It faces north-west and has a good visual command of the harbor entrance. Some camouflage paint can still be seen on its facade. Other Japanese fortifications were destroyed during conversion of the site to a recreation beach by the Seabees in March 1945.

### **CAPTAIN GLASS MONUMENT**

This is a poured concrete obelisk with surrounding wall sections and planters. The construction date is unknown. It is dedicated to Captain Henry Glass, Commanding Officer of the U.S. Cruiser CHARLESTON who, during the Spanish-American War, sailed into Apra Harbor unhindered and captured Guam from Spain on 21 July 1898.

### OROTE AIRFIELD HEADQUARTERS

On either side of this road were the homes of military personnel assigned to the Orote Airfield. Included in this compound were a "Cantina" and the main administration building and control tower, the foundation of which you can see at the other end of the road on the right overlooking the harbor.

# 20

### FORT SANTIAGO

This was the first Spanish fort on Orote Peninsula constructed between 1710 and 1721. It was situated on a high cliff overlooking Apra Harbor. The gun battery housed five cannon. The fort had a two-room soldiers' quarters, an ammunition storehouse and a flight of coral rock steps leading to the beach.

The fort fell into disrepair and served as little more than a lookout post by 1855. American forces placed defensive guns there in 1898 after capturing the fort. They remained in position until the early 1920s. The Japanese fortified the platform once more after their capture of Guam in 1941. The American Navy continued to use the guns to provide formal salutes from Fort Santiago for arriving naval vessels into the mid-1950s.

The hike to Fort Santiago is about one-quarter of a mile from West Orote Point Road. The present site has two gun emplacements. There are scattered coral blocks that were used to construct the fort walls as well as pieces of Spanish roofing tiles.

# 21

### **SPANISH STEPS**

This is a steep trail with steps leading from the top of Orote Peninsula down the north face of the cliff 30 meters to the shoreline below. It is speculated that this trail was created to allow water to be hauled up to the Spanish forts from the well at the base of the cliffline. Today, this trail provides access for Navy personnel to an excellent dive site.



### **SPANISH WELL**

The well is located at the base of the north cliff of Orote Peninsula adjacent to the end of the Spanish Steps. It is constructed of mamposteria (coral rock) and is approximately six feet square. The well provided water for the Spanish soldiers residing in the forts on the top of the cliff.



### OROTE ARCHAEOLOGY SITE

This is a prehistoric cave complex that shows evidence of long and continuous use as a human habitation site. From fragments found at the scene, archaeologists speculate that the first inhabitants could have been from the Pre-Latte period between 2,000 B.C. and 500 A.D.

# 24

### OROTE POINT LOOKOUT

From here you get a commanding view of the entrance to Apra Harbor, the Glass Breakwater, Orote Island and the coral reef formations below.

This is an excellent location from which to view the approximate resting places of 53 submerged ships and planes including the German auxiliary cruiser S.M.S. CORMORAN; the 8,359 ton Japanese passenger/cargo ship TOKAI MARU; the 6,781 ton Japanese freighter NICHIYU MARU; the 1,915 ton Japanese transport ship KITZUGAWA MARU; the USS PENGUIN; two Spanish galleons, the SANTIAGO and the NUESTRA SENORA de CONCEPCION; a Val, Aichi 99 Japanese dive-bomber; a French whaler and a German schooner.

You will also get an excellent view of the west coast of Guam as far as Ritidian Point.

# 25

# JAPANESE AND AMERICAN FORTIFICATIONS ON TIP OF OROTE PENINSULA

This compound is presently under this control of the U.S. Coast Guard. Within the fenced-off area are two Japanese gun emplacements, two limestone and concrete firing pits used as defensive positions by Japanese soldiers and a concrete fallout shelter constructed by the Americans in 1946.

Outside the fenced-off tip, and in the immediate vicinity, are pre-World War II gun emplacements and an aviation refueling station. The concrete pads are foundations for post liberation outpost buildings including barracks for the soldiers standing duty.



# 26

### MARINE F4U CORSAIR WRECKAGE

This Marine fighter aircraft rests about 320 meters south of the southeast tip of the main runway. No information is known about how it came to rest here. The wings are hinged and fold up allowing for storage beneath the flight deck of an aircraft carrier. Therefore, it must have been part of a carrier-based fighter squadron. Its orientation relative to the end of the runway indicates that it probably crashed on approach to Orote Airfield in 1944. The main fuselage, cockpit and engine are present. The rear fuselage and tail section are missing.

# 27

### **IAPANESE MASS GRAVESITE**

In the Battele of Orote Peninsula, from July 26 to 29, 1944, 3,372 Japanese soldiers were killed and hastily buried in mass graves by Seabees using bulldozers. This site, now located within the Lockwood Family Housing Area, was a large bomb crater.

According to a local eye witness, the Seabees used the crater to bury an unspecified number of Japanese soldiers. The human remains were exhumed in 1972, in formal ceremonies conducted by Japanese Shinto and Buddhist priests, and transferred to the Pacific Memorial Park in Yigo.

Historical researchers speculate that this mass gravesite could not possibly have held all 3,372 bodies. They believe that other mass graves still exist on the Orote Peninsula. Their location will never be known.

## 28

### **OROTE AIRFIELD**

The Orote Airfield was constructed in one year by the Japanese, after their capture of Guam, using Chamorro and Korean laborers. On February 23, 1944, Admiral Chester Nimitz first sent his 12 carrier-based fighter bombers to strafe Orote Field. Further attacks followed. American raids on June 19 and 20, 1944, during the Battle of the Philippine Sea ("The Marianas Turkey Shoot"), destroyed the landing fields, the aircraft on the ground and any that had managed to take off. Japanese carrier-based aircraft, seeking refuge or attempting to refuel and rearm at Orote Field, were

engaged in dogfights over the island. Denying the Japanese the use of Orote Field was a crucial maneuver that helped determine the success of the Battle of the Philippine Sea.

The major damage inflicted on Orote Field seriously crippled Japanese air strength in the region and helped pave the way for the future land invasion of Guam.

Within hours after the Battle of Orote Peninsula was won, Navy Seabees were on the ground attempting to restore the runway at Orote Field. On August 4, 1944, four Marine Fighter Squadrons arrived and set up operations.

From here, the Marine squadrons continued mop-up operations until August 15th when Major General Henry Larson, the newly appointed island commander, declared that the combat phase of the Guam campaign was complete.

By November 1944, Marine Air Group 21, based at Orote Field, consisted of 12 air squadrons with 529 officers, 2,778 enlisted men and 204 aircraft. No major enemy action occured in the vicinity after the liberation of Guam. Air operations at Orote Point had always been hampered by adverse cross-winds; and, in 1945, MAG-21 was shifted to Agana Airfield (currently NAS Agana). The Orote Point air strip was then used to repair damaged aircraft. It was finally closed in 1946.

Over the years, Orote Point Air Field has had several uses. In 1975, Guam became an initial evacuation point for Vietnamese refugees fleeing the communist takeover of their country. A 3,381 tent city was constructed on the old runways of Orote Point to house 50,000 refugees awaiting entry into the continental United States. Presently the air field serves as an emergency landing strip and a training site for the base fire department and ambulance drivers. Located here are rifle and pistol ranges and a Navy Seal (U.D.T.) training school.

## 29

### **WORLD WAR II BASE SPORTS FACILITIES**

Several of the sports facilities on base were constructed in the latter days of the war or shortly thereafter for the recreation of the large number of servicemen stationed here.

Among them are:

Ebbets Baseball Field - 1945 to 1946 Tennis Courts - 1945 to 1947 Basketball Court - 1949 Football Field - 1949



### **JAPANESE MIDGET SUBMARINE**

This is a KO HYOTEKI, Type A, electric-powered two-man submarine that carried two 457 mm torpedoes or explosive charges and had a range of 90 kilometers. The submerged speed was 19 knots and the surface speed was 23 knots.

The submarine ran aground in August 1944 near Togcha Beach (Jeff's Pirates Cove) while on a mission to attack American shore installations. The crew escaped into the jungle but surrendered three days later. This is one of only six Japanese midget submarines currently on display around the world.



### **JAPANESE ANCHORS**

This is one of three Japanese cruiser anchors displayed on the Naval Station. The Japanese characters on this anchor state that it weighs 10 tons and was cast in November 1943, in the 18th year of Showa (the reign of Emperor Hirohito), probably at a foundry in Kobe, Japan.

The second anchor is at Sumay Marina. According to the Japanese lettering, it also weighs 10 tons and was cast in the 10th month of the 17th year of the reign of Emperor Hirohito. This would be October 1942.

The third anchor is located at the front entrance of Naval Station. It was recovered from Tanapag Harbor on Saipan in March 1960. The translation indicates that it weighs eight tons and was cast on the seventh month of the 17th year of Showa (July 1942).

Two additional Japanese anchors can be found in front of Seabee Headquarters at Camp Covington.



### JAPANESE ANTI-AIRCRAFT GUN

(Type 96, 25mm, Dual Mount, AA Gun). This gas-operated, air-cooled gun fired HE, AP and HE tracer rounds fed from 15 round magazines. It had a vertical range of 4,200 meters and a horizontal range of 5,000 meters. This gun was recovered from the ridge overlooking Apra Harbor at the site of the old Spanish Fort San Luis.

# 33

### OROTE PENINSULA BATTLEFIELD

On invasion day, 21 July 1944, the 1st Provisional Marine Brigade, under the command of Brigadier General Lemuel Shepherd, landed along the beach at Agat. They slowly fought their way through the village of Agat to the base of Orote Peninsula.

On 25 July, the 4th and 22nd regiments of the 1st Brigade stood perched at the neck of Orote Peninsula ready to fight one of the fiercest battles of the Guam liberation. For the next three days, the Marines slowly advanced through the coconut groves and mangrove swamp toward the Orote Point airstrip.

Shortly before midnight on July 26th, many of the Japanese soldiers trapped on the peninsula staged a mass suicide "Banzai" attack. Realizing their pending defeat, they fortified themselves with saki wine and marched themselves headlong into the Marine front line.

When the peninsula was finally secured on the morning of the 29th of July, the battlefield was strewn with the bodies of over 3,500 Japanese soldiers and 153 American Marines. Eye witnesses to the scene counted over 250 Japanese pillboxes and coconut bunkers that had been individually overrun.



### **DADI BEACH JAPANESE DEFENSIVE FORTIFICATIONS**

The Japanese constructed an elaborate interlocking system of pillboxes, strong points and trenches around the base of Orote Peninsula to defend the airfield. Remains of this anti-landing defense network can be seen at Dadi Beach below the south end of the South Tipalao Housing Area.

On the north end of the beach are pillbox/cave complexes that held 37mm, 47mm antitank and 75mm guns. Midway along and behind the beach is an unusual five-sided Japanese bunker that has the appearance of a 7.7mm machine-gun pillbox.

Dadi Beach is also the site of Orote Village, a prehistoric settlement that survived into the latter part of the 17th century. It was probably burned to the ground by the Spanish.

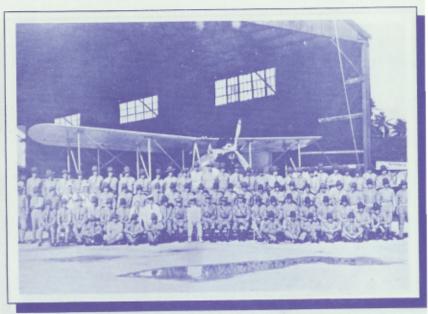
Located here as well was a post-liberation American outdoor recreation center called "The Palm Beach Theater" that seated 3,500. The concrete and masonry gate on the right-hand side of the road leading to the back gate and the village of Agat marks the entrance to Camp Bright Naval Supply Depot's officers' country and the home of its Commanding Officer.



Other important historical sites can be found on Naval Magazine, Naval Air Station, Naval Computer and Telecommunications Area Master Station (NCTAMS) and adjacent to COMNAVMARIANAS Headquarters on Nimitz Hill.

- NAVAL MAGAZINE: The Fena Massacre Caves, Japanese Lookout Post and American World War II Plane Wreck.
- NAVAL AIR STATION: The World War II Runway built by Chamorro forced labor.
- NCTAMS: George Tweed's Cave, Japanese War Criminals' Barracks, the War Crimes Gallows site.
- COMNAVMARIANAS and NIMITZ HILL: The War Crimes Trial Site, the Fonte Plateau Battlefield, General Takashima's Headquarters and former Japanese Field Hospital Complex.





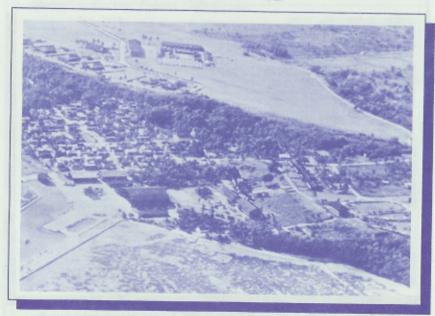
Activated in 1921, this Marine Corps seaplane reconnaissance squadron was established to watch over the Japanese military build-up on the neighboring Marianas Islands.



The Pan American Airlines "Skyways Hotel" provided overnight accommodations for China Clipper passengers travelling between San Francisco and Shanghai, China.



From 1904 to 1941, the Trans-Pacific Cable Station at Sumay relayed message traffic between the United States mainland and its interests in Asia.



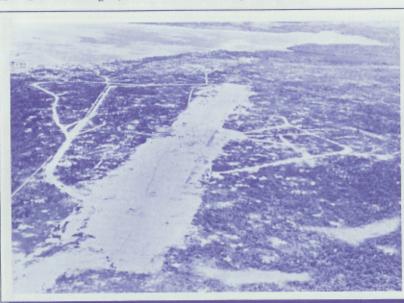
The village of Sumay with Marine Barracks, Trans-Pacific Cable Station and Marine Reconnaissance Air Base. (Photo taken in late 1920's.)



Orote Airfield, built in 1942 by Chamorro and Korean laborers, pictured here the day after its capture by American Marines.



Pan American Airlines "China Clipper" service carried passengers on weekly flights from San Francisco to Shanghai, China via Hawaii, Midway, Wake, Guam and Manila.





Marines of the 1st Provisional Brigade fight on toward Orote Airfield and the site of the former Marine Corps Barracks.



Nuestra Senora de Guadalupe Catholic Church, the parish church of Sumay village, sits in ruins following the Battle of Orote Peninsula.



This Marine F4U Corsair fighter crashed on approach to Orote Airfield in 1944. It now rests about 320 meters south of the southeast tip of the main runway.



The massive Naval Operations Base created by the Seabees after the liberation to support the allied advancement toward the Japanese mainland.



On July 29, 1944, Marines of the 1st Provisional Brigade avenged the loss of their comrades when they recaptured the Marine Corps Barracks at Sumay and raised the American flag over the ruins.



"On this hallowed ground, you officers and men of the First Marine Brigade have avenged the loss of our comrades who were overcome by a numerically superior enemy three days after Pearl Harbor. Under our flag, this island again stands ready to fulfill its destiny as an American fortress in the Pacific."

Brigadier General Lemuel C. Shepherd



Japanese prisoners of war bow their heads after hearing Emperor Hirohito announce Japan's unconditional surrender.



Two young Chamorros, recently liberated from the Manengon Concentration Camp, welcome the American "Liberators".